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No. 16,647 號七十四百六千六萬壹第 日二十初月七年三統宣 HONGKONG, MONDAY, SEPTEMBER 4th, 1911. 一拜禮 號四月九年一十百九千一英港香 PRICE, \$3 PER MONTH.

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The Daily Press.

HONGKONG, SEPTEMBER 4TH, 1911.

JAPANESE criticism of the administration of Korea under Governor-General TERAUCHI continues persistently, though it is somewhat difficult to pick out any specific charges. Generally speaking, the criticisms have for their basis a lack of flexibility in the Government—a tendency to apply hard and fast rules which are expected to cover all conditions, however exceptional. It is on this account that Governor-General TERAUCHI's administration has come to be called "sabra rule." Yet such an administration strictly follows Japanese principles. Whether from lack of competent officials or from another cause, laws and regulations in Japan are worshipped more in the letter than in the spirit. Regulations are expected to be obeyed exactly, any deviation by subordinate officials being followed by a reprimand. The result is that when any exceptional circumstances arise the Japanese official is quite at sea as to how to deal with them. Never having been taught to rely upon his own discretion or use his own judgment he is apt to apply hard and fast rules to all matters no matter what their nature. It

scrupulous of their own nationals. So cautious, indeed, has their administration been that even contact with Japanese thought has been guarded against, the party of Koreans which recently visited Japan only receiving a reluctant permission to tour the country after numerous applications. From one point of view such a cautious attitude deserves commendation. If familiarity with Japanese criticisms of the Korean administration serve but to maintain Korean unrest, with sporadic insurrections as the outcome, then the precautions of the Japanese are really humane safeguards against attempts which can but prove useless. Japan has got a firm hold of Korea: to allow the Koreans to believe that that hold is only nominal would be criminal folly. However much sympathy may be theoretically felt for nations "rightly struggling to be free," actual facts often show that such struggles are more productive of suffering and misery than benefit. It is complained that the Korean administration has spread optimistic reports which are not warranted by facts. Thus, it is held that the alleged complete pacification of the Koreans and their reconciliation to Japanese rule is, if not an attempt to blind the Japanese to actual conditions, at least a sign of the blindness of the Korean Administration to actual facts. It is pointed out that it is absurd to suppose that a nation with a long history like Korea, a nation which was at one time the tutor of Japan and which later resisted more or less successfully Japanese attempts at conquest, should so easily and so quickly be reconciled to loss of independence. This is no doubt true, but it is yet to be proved that the Administration is deceiving itself, however much it may be intent on deceiving other people. The very fact that the Japanese critics complain of a high-handed policy in Korea seems to show that the Administration is well aware of the actual conditions. The Administration may, in fact, be considered as having adopted a policy of suppression. It is suppressing public opinion among the Koreans and adverse criticism of its policy among the Japanese, as far as is possible. Of course this latter part of its policy cannot be extended to Japan itself, but as all newspapers containing articles considered subversive of Japanese ascendancy are prevented from entering Korea, the Administration is practically able to keep a very tight hold over public opinion, even among its own nationals. The alternative to this is the free expression of opinion among Koreans and Japanese alike in the Peninsula, with the result of bringing the Administration into contempt and a continuation of the unrest which, as pointed out above, the authorities desire to guard against. The futility of attempting to suppress volcanoes turns on man's comparative weakness when confronted by great natural forces. If it were possible for man to suppress volcanoes instead of allowing them to lead to death and destruction around, it would certainly be wrong for him to allow any theoretical principles to stand in his way. Japan is certainly capable of suppressing any insurrection in Korea, but if she thinks that insurrection may be avoided by a more or less strict control over public utterances and writings, then she is obviously taking the better part. To carry fire and sword over the Peninsula would certainly be to awake a storm of criticism. To avoid this course by somewhat stringent measures of control should be certainly considered by the critics as the lesser of two evils. The point to be considered is whether the Koreans are worse off under the present Administration than they were under the old regime. It is only in very exceptional cases that a nation is superior to its Administration; in the vast majority of cases a nation joins the Government most suited to it. To contrast the administration of one country with another is therefore to contrast the idiosyncrasies of the nations themselves. The only fair test for the advance of nations is to compare succeeding forms of Government, and until critics of the Japanese Administration in Korea can show that there has been a retrograde movement, their animadversions lose point. In many respects the Japanese criticisms of the Administration of Korea resemble the foreign criticisms of the Japanese Administration in the early years of Japan's foreign intercourse. There is the same fallacy as to the cause of reforming everything at a blow, the same grumbling as to discrimination, the same bickering as to enactments. It is curious to reflect how indignantly the charge of discrimination was denied by the Japanese vis-à-vis foreigners, and how it is now being passed by

Mr. A. G. M. Fletcher, Deputy Official Receiver in Bankruptcy, has been appointed to act as Official Receiver in Bankruptcy during the absence of Mr. G. H. Wakeman on leave.

The Directors of the Bulgownie Rubber Co. recommend a final dividend of 30 per cent, making 100 per cent. for the year ended March 31st. They propose to transfer \$14,750 to reserve (making the fund \$20,000) and to carry forward to next account \$26,476.66.

His Excellency the Governor has been pleased, under instructions from the Secretary of State for the Colonies, to appoint Mr. J. H. Kemp, to be Crown Solicitor, vice Mr. F. B. L. Bowley, and Mr. P. M. Hodgson to be Assistant Crown Solicitor, with effect from the 1st September, 1911.

A Peking native paper says the Imperial Government is much annoyed at the mysterious disappearance of the cashiered Shanghai Tsaotai Tsai. The Government is resolved to make the Nanking Viceroy and Soochow Governor responsible for the Tsaotai's disappearance. Probably their Excellencies will have to make good the public fund which the Tsaotai has misappropriated.

His Honour Sir Francis Pigott, Chief Justice, has by Commission signed by him, and dated the 15th day of August, 1911, appointed Mr. H. A. Niebat, Registrar of the Supreme Court of Hongkong, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Court, and a Commissioner for taking acknowledgments by married women of deeds to be executed by them so long as he shall hold the office of Registrar.

The Colonial Treasurer's financial statement for the month of June is published in the Gazette. It shows the balance of assets and liabilities on May 31st to have been \$1,540,727.06. The revenue in June amounted to \$619,065.56, and the total \$2,159,792.62. Deducting the expenditure for June, which amounted to \$253,604.01, the balance stands at \$1,906,188.61. The statement of assets and liabilities shows the total assets to be \$7,338,328.86, and the total liabilities \$5,677,142.25, which leaves the credit balance before mentioned.

When the readiness with which the Chinese detect spurious coin is remembered it would appear to be almost an impossibility for a native to be imposed upon with a base metal. But one was completely taken in last week, and in the old, old way by a confidence man. The victim was asked by the stranger to pawn a ring, which he said was gold, and was persuaded to leave a bundle of clothing as security. Arrived at the pawnshop the man was informed that the ring was brass, and when he returned to the place where he met the "confidence" man, both man and clothing were missing.

At the High Court, Ipoh, a young man named Harry Jennings, lately an assistant in the employment of Messrs. Aylesbury & Garland, was charged on four separate charges of forging and using share transfers and certificates in the Landan Rubber Co., Ltd., whereby he had defrauded a chetty of about \$15,000 or \$16,000. Prisoner pleaded that his intentions were not fraudulent. He was in great financial difficulties owing to the slump in rubber, and borrowed the money in the hope of being able to repay it. Mr. Justice Woodward sentenced him to eighteen months' rigorous imprisonment.

A notification in the Gazette states that the importation of morphine, cocaine and compounds of opium into Macao is prohibited: (a) Unless they are intended for medicinal purposes, in which case importation can only be made in virtue of a licence issued by the Superintendent of Opium in Macao, specifying the quantity and declaring that such articles are intended for medicinal purposes; (b) Unless they are intended for re-exportation, in which case importation can only be made in virtue of a licence issued by the Superintendent of Opium in Macao, specifying the quantity and declaring that such articles will upon their arrival here be deposited in the Government Store.

LAST YEAR'S FINANCIAL DEBACLE AT SHANGHAI

Messrs. Noel Murray & Co. of Shanghai in their latest piece goods report state:—The unfortunate holders of the many dishonoured native orders that have been in existence now for considerably over 12 months, and numbers of which should have been paid, with the help of the funds advanced last year to the former Tsaotai to the amount of Tais 3,500,300, under the Loan Agreement, have recently received a small dividend or payment on account obtained by the realisation of some of the assets of three of the defaulting Native Banks, as follows: The Ching Yuen Bank made a distribution of 6 per cent., the Chi Yue Bank 11 per cent., and the Shao Kong Bank 12 per cent. It is to be noted the late Tsaotai, who is reported to have absconded, having failed to make good his accounts with his Government, was entrusted with Tais 3,500,000 for the purpose of "ensuring payment" of Native orders in the hands of foreign banks and firms during the crisis last year, but he appears to have used about Tais 1,400,000 only in that way and to have made other uses of the balance. Tais 2,000,000: as for instance, lending monies to the Native banks, in which his accounts were at a low ebb, at a high rate of interest. The above facts help in part to show how unsatisfactory the financial condition of Shanghai still is and at the same time they throw a little light on the forces at work that make the money side of business transactions so difficult and the reinstating of confidence and credit almost impossible. Representations from all bodies have been made to complete

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FURTHER COMPLICATIONS IN MOROCCO.

A MOVE BY SPAIN.

LONDON, September 3rd.

Further complication in regard to Morocco has arisen out of an announcement that Spain will occupy Ifni, which is situated south of Agadir.

The French newspapers unanimously protest against Spain's attitude at a time when France is engaged in difficult negotiations, and add that the mistakes now accumulating must be paid for.

LATER.

Reuter's correspondent at Madrid states that a semi-official communique has been issued which declares that Spain's plans regarding Ifni are in no wise unfriendly to France, and in no wise connected with the Franco-German negotiations. It maintains that Spain's rights in Ifni were acknowledged fifty years ago.

THE MOROCCAN NEGOTIATIONS.

LONDON, September 2nd.

A Berlin message says M. Jules Cambon, French Ambassador, is indisposed, being confined to his room.

LONDON, September 3rd.

It is officially stated in Berlin that an interview between Herr von Kiderlen-Waechter, the German Minister for Foreign Affairs, and M. Cambon, has been fixed for Monday.

AMERICAN MISSION TO GERMANY.

LONDON, September 3rd.

Reuter's correspondent at Potsdam states that an American Mission, headed by Congressman Bartholdt, presented the Emperor with a replica of the statue erected at Washington to the German-American General Steuben, who was a participant in the War of Independence.

Mr. Bartholdt, in a speech, stated that the gift was a guarantee of the sincerity of the wish of Americans to tighten German-American bonds. The statue was intended as a visible recognition of the glorious share which Germans took in the liberation from England movement.

The Emperor has telegraphed to President Taft thanking him for this token of German-American friendship.

OBITUARY.

LONDON, September 3rd.

Earl Cathcart is dead.

CANADA AND IMPERIAL PREFERENCE.

LONDON, September 3rd.

Addressing a political meeting at Montreal, Mr. Lemieux, the Minister of Finance, foreshadowed further preference arrangements with Great Britain.

AEROPLANE DISASTERS.

LONDON, September 3rd.

Mr. Frisbie, the Irish aeroplanist, fell a hundred feet and was killed at Morton, Kansas.

Previously he had met with an accident and did not desire to make the ascent, but as the crowd jeered and taunted him with cowardice, he went up.

His wife and daughter witnessed the fall and bitterly denounced the spectators. At Troyed, an aeroplane with Lieutenants Grailly and Camine fell and both men were killed. Lieut. Grailly was incinerated by escaping petrol.

A LEWISHAM TRAM-CAR ACCIDENT.

LONDON, September 3rd.

A tram-car derailed and overturned at a sharp curve at Lewisham.

One person was killed, five were seriously injured and taken to hospital, and twenty-five sustained minor injuries.

LEWISHAM TRAM-CAR ACCIDENT.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE WRECKED "FIFESHIRE."

PASSENGERS' EXPERIENCES.

LONDON, September 3rd.

The Union Castle liner *Goth* has arrived at Marseilles with the survivors of the *Fifeshire*, who have related their experiences. During a prolonged gale accompanied by dense fog the vessel struck the rocks off Cape Guardafui with a violent shock. There was no panic, although this occurred at night, but there was some agitation when it was discovered that in the attempts to get off, a serious leak developed and the water reached the cabins. After another night of mental agony they took to the boats and proceeded towards Aden through the fog. They signalled to a liner, but failed to attract attention. The third night was one of intense misery, and they were all drenched in the open boats. Towards dawn the French steamer *Adour* heard their shouts, picked up three boats and continued searching for others, accompanied by the German steamer *Gutenfelde*, but did not discover the missing boat.

YOUNG SCOTS AND MR. W. E. GLADSTONE'S CANDIDATURE.

LONDON, September 3rd.

The Young Scots vigorously protest against Mr. W. E. Gladstone's candidature for Kilmarnock Burghs, and urge that there are plenty of experienced Scotsmen available. They deprecate an untried Englishman standing.

A meeting has been summoned to consider the advisability of selecting an independent candidate.

NAVAL REFORMS.

LONDON, September 3rd.

The Admiralty has decided upon important reforms in the naval medical service, including pay, promotion, the establishment of a naval medical school at Greenwich, and the formation of a reliable reserve of doctors and nursing sisters.

FOOT AND MOUTH DISEASE IN BRITAIN.

LONDON, September 3rd.

The Board of Agriculture has appointed a Departmental Committee, presided over by the Right Hon. Ailwyn Ffowkes, to enquire into foot and mouth disease, of which there have been several outbreaks in Great Britain recently.

EXPLOSION ON A GERMAN STEAMER.

LONDON, September 3rd.

Reuter's correspondent at Stettin telegraphs that eight men were killed and two fatally injured by an explosion of a boiler on the Government steamer *Stieve*.

INSUBORDINATION IN SPANISH ARMY.

LONDON, September 3rd.

A telegram from Valencia states that twenty-five sergeants of the Mallorca regiment have arrived there charged with insubordination. A court-martial has been opened.

DISTURBANCES IN FRANCE.

LONDON, September 3rd.

"RATHER REVOLUTIONARY THAN ECONOMIC." The authorities are most reserved concerning the dear food disturbances, which have become more serious. A barricade has been thrown up at St. Quentin to oppose the advance of the patrol. Cavalry charges have been made in several places. Bands of women are roaming the country sacking farmhouses.

An official note declares that the disturbances are degenerating into insurrection. The movement is spreading with a character rather revolutionary than economic. The Government is determined to secure order.

[THROUGH REUTER'S AGENCY.]

THE "MYSTERY SHIPS."

LONDON, September 2nd.

Information has been received from an authentic source showing that the two "mystery ships" seized in England are destined for South America. The expedition is of a peaceful nature, but confusion arose through the similarity of the name Bahia Baea, Argentine (to which place the vessels are insured) with Bahia in Brazil, where it is believed there are many Portuguese Royalists.

THE RAILWAY WORKERS' DISPUTE.

LONDON, September 2nd.

At a sitting of the Railway Commission the Chairman announced that they would hear the views of a reasonable number of non-Union men. He pointed out, however, that the Commission had not sat to enquire into particular grievances, but to obtain evidence of the working of the scheme initiated in 1907.

The ex-President of the Amalgamated Society of Railway Servants again urged the recognition of the Unions. Questioned as to if they were to agree to a ballot, whether the Trade Unions should represent the men, he considered a fair ballot was impossible; anyhow, they could never agree to such a ballot.

IRISH GOLF CHAMPIONSHIP.

LONDON, September 2nd.

Mr. L. O. Munn, of Dublin University, won the Irish Golf Championship, beating Mr. Michael Scott, the score being 7 up and 6 to play.

RUSSIA AND CHINA.

LONDON, September 2nd.

A conference to negotiate the revision of the Russo-Chinese Treaty of 1881 has been opened at St. Petersburg.

JAPAN'S NEW CABINET.

LONDON, September 2nd.

The *Times* publishes a most appreciative article on the composition of the new Japanese Cabinet.

CANADA'S NEW GOVERNOR.

LONDON, September 2nd.

Their Royal Highnesses the Duke and Duchess of Connaught will sail for Canada on October 7th.

BORNEO'S NEW GOVERNOR.

LONDON, September 3rd.

The new Governor of British North Borneo, Mr. J. R. Ellis, a former civil servant in Ceylon, sails in November to take up his new post.

ANOTHER AVIATION RECORD.

LONDON, September 3rd.

A Paris telegram states that the aviator Fourmy in an uninterrupted flight of eleven hours covered 450 miles, thus constituting a record.

JAPANESE PILGRIMS DIE OF CHOLERA.

LONDON, September 3rd.

Reuter's correspondent at Jeddah reports that three Japanese pilgrims have died of cholera at Mecca.

THEFT OF CARGO FROM THE "EMPERESS OF CHINA."

LONDON, September 3rd.

Six members of the crew of a steam tug have been arrested in Tokyo on a charge of stealing four hundred bags of American flour, valued at Y.200, from the *Empress of China*, now lying on the Mura ledge, off Shikohama. The accused are now undergoing preliminary trial in the Tokyo Chiao Saibansho. The Tokyo Bay Steamship Company were engaged to land a quantity of American flour from the *Empress of China*, and dispatched the No. 2 *Tsura-haru* to undertake the work. While discharging, the flour the six men contrived a plan to steal the same, and concealed four hundred bags in the lower holds of the vessel. They were negotiating the sale of the flour when they were arrested by the police.

NAIL FACTORIES IN JAPAN.

LONDON, September 3rd.

A Mr. Yasuda, reported to be a well-known banker in Tokyo, contemplates the establishment of an up-to-date factory for the manufacture of French nails in the neighbourhood of Wakamatsu. The import duty on French nails was substantially increased at the recent revision of

Mr. Upjohn, K.C., who appeared, with Mr.

RODERICK RANDOM.

being to serve personal

Another peculiar phase of this epidemic is that so far men in their prime of life, ranging from 18 to 48 years, have fallen victims thereof. Taotai Meng has re-opened for the treatment of these victims the public hospital which was closed on the extinction of the plague, and has arranged with Consul Matsubara to enlist the services of a Japanese professional as adviser.

The good people of Andover, a pretty town in Normandy, have just been commending the famous aeronaut Blanchard by fitting him with a metal tablet upon the house where he was born.

It was in 1785 that Blanchard, in an *eros* balloon, which he had himself constructed with Dr. Jeffries, an Englishman, took to the Channel. He set out from England, and his success, with his primitive machine, made as great a sensation at that time as the exploits accomplished in the perambulators of to-day. Blanchard, who discovered the parachute, was an intrepid enthusiast in his intrepidity and enthusiasm in his life. He fell from his balloon and was killed.

Mr. Charles K. C. who appeared with Mr. Clave Mathew, for the defendants said they were applying for liberty to issue a Commission for the examination of witnesses at the place of Singapore. There were two, or possibly three, alleged grounds of action against the defendants, the Singapore Dock Board and their chairman and manager, Mr. Nicholson, obtained the execution of the contract in fraud. It was alleged that, knowing by reason of what had been discovered in sinking certain trial pits that the ground was unsuitable for trenching, Mr. Nicholson, or someone by his direction, put upon the plans issued for the purpose of tender certain figures as to the position of the ground, and, in consequence, they were intended to lead plaintiffs to believe that the soil was of a nature which it turned out was not the case. So there was a charge of fraud connected with these trial pits on the ground that (1) there was a fraud in the way of (2) There was also an allegation that by reason of the mud at Singapore it was impossible to do this work by trenching; and (3) there was an issue raised by the defendants as to whether, in fact, what difficulties the plaintiffs encountered were not due to their own improper method of trenching, and not the bad materials and insufficient supervision for which they were responsible. The ground was the subject of fact. The ground was that they were not plaintiffs, but defendants in an action charging them with fraud. The Commission was issued in this country. The defendants might have said:—"Serve the board in this place where the board lives in Singapore and they might have said:—"Wait; we will wait for instructions to Singapore to appear in this country." They did neither; they accepted service and appeared in the Commission to answer to it. But that ought not to be the defendants of the opportunity of proving their case, and the calling witnesses, who were not and were important for their purpose.

His Lordship—Is the defendants' right to have witnesses examined on Commission disputed altogether, or is the dispute as to whether the Commission should issue now?

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It is used mixed
with fresh new
milk and forms a
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tive cream which
is enjoyed and
assimilated when
other foods dis-
agree. It is en-
tirely free from
rough and indi-
gestible particles
which produce
irritation in deli-
cate stomachs.

"The Lancet" describes it as "Mr. Benger's admirable preparation. Mothers and invalids, persons are requested to write for Benger's Food and How to Use It." This contains a "Concise Guide to the Feeding of Infants," and practical information on the care of Invalids, Convalescents, and the Aged. Post free on application to Benger's Food Ltd., Outer Works, Manchester, Eng.

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NORTH BORNEO CHAMBER OF COMMERCE.

ANNUAL GENERAL MEETING.

The annual general meeting was held on the 7th August when there were present: Messrs. W. G. Darby, (chairman), P. Breitig, J. Bruce Chan To Pin, Chan Tsan, Dr. H. F. Conyngham, Mr. W. S. Cox, A. Johnston, W. D. Jupp, Kay Sa Tong, Lam Man Chong, F. E. Leese, Kwan Yik Kwong, O. K. Nielsen, P. Noh, Capt. F. Seabill, Mr. Leong Hun-Soh, Siow Boh, Low Chow Hop and C. H. Borer.

The Chairman said:—On the 21st June last we held a Special General Meeting of the Chamber, as we thought there might be a number of the members of the Chamber up from the West Coast and that they would like to have a meeting. On that occasion I had the honour to briefly refer to the various matters which have engaged the attention of the Chamber since its inception. As the minutes of the meeting were published and sent round to members I do not think it, therefore, worth while to waste your time in repeating what I then said, nothing of any importance having transpired since that date. I would like to take this opportunity of saying that, considering the Chamber has only been established for one year, we have been able to do a great deal towards consolidating our position and also getting our authority recognised. During the time I have been here I have never known any body brought into being that can speak with the same influence and is of as representative a character as this Chamber. If its affairs are properly conducted it will wield an influence, the effect of which is bound to be felt, and which will not wholly depend upon the number of members, although we shall always place the most importance on getting as many members to the Chamber as we possibly can to join. With these few remarks I am going to propose to you that we should pass the Statement of Accounts, which has already been in your hands for some time. The Statement itself is a very simple one. The amount of cash in hand may seem to you to be rather a large amount, but you must not forget, however, we may at any time be called to spend money in litigation or furthering the interests of the members of this Chamber. We cannot therefore be in to strong a financial position, and I hope you will approve of no attempt being made to reduce the subscription or entrance fees, at any rate for the present. I now propose that the Statement of Accounts as presented shall be passed.

Mr. Leese—I beg to second that.

On the show of hands this was carried unanimously.

The Chairman—The next business is the election of a new Committee. I should explain in regard to the Secretary that the duties in this past have been carried out by Mr. J. Nimmo Wardrop, and I think he deserves the thanks of every member for the hard work he has put in. Unfortunately he has had to go to Jesselton for a short time, but he has expressed his willingness to again undertake the duties of Secretary during the ensuing year. I just mention this, gentlemen, because it will be necessary for you to elect seven members. If Mr. J. Nimmo Wardrop is re-elected as Secretary he may, or may not, be elected as a member of the Committee. I might mention that Mr. C. H. Boyer shall carry on the duties of Secretary during his absence.

Mr. Jupp—Have we any means of ascertaining the names of the present Committee members?

Mr. Darby furnished this information.

The election of the Committee then took place. The members elected to serve on the Committee were: Messrs. Breitig, Aston, Bruce, Chan To Pin, Noh, Darby, and Wardrop.

Mr. Breitig—I propose we re-elect Mr. Wardrop as Secretary.

Mr. Bruce—I second that.

Upon a show of hands Mr. J. Nimmo Wardrop was re-elected as Secretary.

Mr. Darby—Has anyone a counter resolution to propose?

Mr. Johnston—I think that seeing there is such a large planting community on the West Coast it is important that they should have a representative on the Committee—the East Coast simply is represented at present.

Mr. Leese—I have no authority to speak on behalf of the West Coast planters, but a member from there would be very seldom here to attend to the business of the Chamber. I consider them well represented in their Association.

Mr. Darby—One of the main objects of this Chamber is to have a body of men on the spot who can take any urgent subject and deal with it immediately, and I do not think that you would find any member on the West Coast who could give the necessary time that would be required to attend this Chamber's meetings.

As a matter of fact, every member is fully posted as to what transpires at the meetings and it is always up to any of them to write the Secretary if they wish anything brought forward. In this connection it occurs to me to state that during the year we have circulated as far as possible what is going on, but if any members could suggest any other method by which matters of importance could be more fully or more conveniently communicated to them we should be pleased if they would let us know, because our one desire is to keep members of the Chamber fully interested in what is going on.

There being no other business,

Mr. Nielsen proposed, and Mr. Breitig seconded, a vote of thanks to the Chairman, which was passed unanimously.

ILLEGAL MARRIAGES IN JAPAN.

An interesting legal point concerning marriages contracted by foreigners in Japan, is being discussed. The case in point is that of Mr. Fred D. Fisher, United States Consul-General at Mukden, who was married at Nagasaki in 1902, while acting as Vice-Consul there. Mr. Fisher was married by a Methodist missionary, and the marriage was certified by the United States Consul, this course having been taken because, Japan, being a pagan country, marriage was not a religious but a civil contract. Four years later Mr. Fisher discovered that two years before his marriage, Japan had passed a law making marriage a contract. The effect of this has been to render illegal about forty British and American marriages. Mr. Fisher decided to re-marry on his first furlough, and has done so. With regard to the other cases, it is reported that complications are likely to arise. Already comes the report of a pending dispute involving a large estate in California, a difficulty of succession having arisen from the fact that an American who married in Japan died before legalizing the marriage in his own country.

THE FLOODS IN MANCHURIA.

EXTENSIVE DAMAGE.

A Mukden correspondent sends to the *Peking Daily News* the following observations on the recent floods:—

In the second week in August, after some very hot and depressing days, we had forty-eight hours of continuously heavy rain, which caused much damage to compound and house walls. So many walls have fallen that sections of the city and suburbs look as though there had been a recent bombardment. Mukden business always prides themselves on their excellent buildings, and the roofs of most houses are very secure, but now one hears, on all sides, a tale of woe, as hardly a house or shop escaped bad looks and fallen ceilings. The oval lime plastered roofs also fared badly, as the late snows of last spring, which were very heavy, thawed by day and froze against night, making the lime roofs full of small cracks and the tiled roofing to be very porous, and, in fact, the weather condition this year has been unusually desolating to all buildings. The debris washed down from the vast areas of treeless hill-sides is in larger quantities than ever. Floods, wash-outs on all the railways, fields submerged, villages and crops ruined and many new districts buried with sand shingle, whilst others, more remote from the hills, have rich deposits of mud. Usually when the northern half of Manchuria suffers from excess of rain, the other half has too little, and this season first the north and then the south have each had too much water, though the greater part of the farm-lands are above flood level, yet much corn has been destroyed. Heart-rending stories are constantly coming in stating that whole farmsteads have been swept away and villages wiped out. The peculiar point is that there has been comparatively little rain, fall at one time, that is for any number of days together, and in ordinary years there would not have been serious damage done with so little actual rainfall, but it seems that owing to the enormous falls of snow in March and April, whose melting filled the earth, and all the wells and springs have been yielding water in extra force ever since. Rains which have fallen in the mountains have quickly run into the plains and the waters have not sunk into the lower regions as usual. The railway lines have all had bad wash-outs, nearly all in unexpected places, and without the usual warnings. Engineers, watching the rain gauges, never dreamed that enough water had fallen to cause trouble, when down came freshets from various directions, doing great damage. Mukden city has been cut off for days, the four lines all having breaks and no mails coming through. The S.M.R. to Dairen made the first connection.

POISE OF THE JAPANESE WOMAN.

SECRET OF HER CHARM AND GRACE.

The foreign tour which used to be looked upon as "travel" can hardly be regarded in the light of a great self-educator.

To be able to speak with authority on the places she visits, the woman writer gives herself infinite pains to understand the soul of the people of the country she explores. The American novelist and essayist, Helen Gardner—now Mrs. Selden Allen Day—has lately been visiting Japan in order to study the real inner life and aims and objects of the Japanese people, as well as to further her own knowledge of sociological questions. Some of her interesting views on the Japanese woman are related in the Washington *Sunday Star*. "There is no study so fascinating as men and women," says Mrs. Day, "no matter what their race or colour, their religion, or their ideals of government."

"We Americans have a brave reputation for penetrating into foreign lands and getting over an incredible amount of ground. But how few really take the trouble to understand even the surface signs of alien civilization! After living in Japan for several years I began to realise that I was just beginning to comprehend the motives, to sympathize with the obstacles, and to appreciate the really fine points of the Yankies of the East. Colonel Day and I lived in various parts, in the large cities in the rural districts, and we studied and took counsel with the leaders of thought. But to go through a country hurriedly, live at an hotel, inspect perhaps the palaces, the temples and the public buildings and look down patronisingly at the street scenes, does not help to gain any useful knowledge, though it is, of course, pleasant and diverting in a way which takes an ending."

"I was impressed with the lack of knowledge which our usually intelligent and artistic theatre managers show of Eastern conditions. Not long after my return from Japan I attended a play which presumably gave an intimate picture of home life near Tokyo. Every body who attends the theatre will recall to the pretty little Japanese maidens are made to walk on an American stage. It is a waddling jumpy performance, a caricature of the actual way in which the Japanese women walk, and one which fits them with indignation. Now, if rightly put to rest, the Japanese garments for the feminine sex are fastened neither by button and buttonhole, by hooks and eyes, nor yet by pins, ordinary, or of the safety variety. They are lapped over each other, and the outer robe is held in place by a wide encircling band which we could call a sash."

"Now, in walking, the Japanese girl turns her toes in to enable her garments, and every movement is to keep the folds in place instead of spreading them apart. Hence comes that swaying, undulating motion which, if properly imitated, is perfectly fascinating. Then the home scheme of the Japanese is not comprehended or the reason of the motion would be clearer."

Most of the sleeping and waking hours of a Japanese woman are spent on the floor. "The floor," continues Mrs. Day, "deserves special mention, for it is best, dining table, the place to sit or read or paint. It is made of a padded cushion on boards, and the outer covering is a soft straw weave as fine and dainty as we use in this country for hats. Naturally, chairs could not be placed on such a delicate surface, neither could the inmates wear shoes. They walk across a soft padded surface in their bare feet, and the reason of the Japanese motion is soon apparent."

"The graceful way in which the Japanese kneel and rest themselves on their heels is impossible with our manner of garbing ourselves," said Mrs. Day. "But with seamless garments and practically no impediments such as Western women tolerate, it is a comfortable and healthful method to rest. Then, if they tire of kneeling, they just lie back for the floor is a bed or lounge in its entire extent. When you wish a house in Japan the agent asks how many mats you want, that is, how many for whom to provide room to sleep and live on the floor."

After a little practice one gets accustomed to the small sticks used as knives and forks in the Orient. I could eat rice and pick nuts like an expert before I left Tokyo.—*Standard*.

A WHITE ANT-PROOF TIMBER.

THE CYPRESS PINE OF WESTERN AUSTRALIA.

The Perth (W. A.) correspondent of the *Times of Ceylon* writes:—

In tropical countries the depredation of the white-ant is as familiar to most people as anything possibly could be. Large sums of money have been allocated in various Eastern dependencies of the Empire to stimulate research work which may result in an exterminator of the dread vermin being formed. So far, however, success has been regarded. There are antiseptics, but at best these are mere stop gaps. A timber able to resist white-ants, has long been wanted, and now it appears to have been found in the great north-west of this State. So important is the subject that no excuse is necessary for detailing the virtues of the Cypress pine, for such is the name given to the tree which produces this extraordinary wood. Mr. C. Young has lately reached Perth from the north-west, where he located a belt of Cypress pine. I asked Mr. Young to tell me all about it, and his reply was:—

"The timber growing on my land is what is generally known as Cypress Pine (*Callistria Robusta*) and grows, in many instances, to a height of 80 feet and upwards, with a diameter of 2½ feet. The area is situated 40 miles from the Port of Wyndham, the most northerly port of Western Australia. The western boundary of the area is only some ten miles from a navigable river (that is, up to the foot of the dead low tide) of the Cambridge Gulf. The grain of the timber is very close and works up to a fine satiny polish; one of its special features is that it does not warp, twist or shrink in the process of drying or seasoning. It is not only white-ant proof, but is the most valuable timber known for use in the construction of jetties and wharves where the teredo plays such havoc with other woods. I have long resided in the north-west of the State, and the white-ants there are as plentiful as anywhere in India, Ceylon, or the Straits, and I can emphasise strongly the imperviousness of the Cypress pine to the termites. Many of the telegraph poles used in the northern territory between Port Darwin and Pine Creek are of Cypress pine, and have been erected thirty-nine years and are as sound as a bell to-day. In white-ant infested countries, the Cypress pine is of unique value for railway sleepers. There is, of course, no value in the manufacture of furniture and internal decorative work of houses. It lends itself in both cases to astonishingly beautiful results. There is no fear of the timber being exhausted. On the area referred to I estimate the present cutting capacity at 300,000 loads of 600 feet per load. Unlike most forest areas the cutting of the already marketable timber would not mean the extinction of the forest. Millions of young pines in all stages of growth are there to take the place of those cut. The Cypress pine only grows in its natural state in the white-ant infested area. The pine forests are found over an enormous territory of the north of Australia, but at present, owing to inaccessibility, many of these forests are commercially of little value."

"How," I enquired, "about the forests in the Cambridge Gulf?"

"This is the best located so far as accessibility to the markets of the world is concerned. It is only ten miles from navigable water."

"What would you do to ship it, either out in large lots to Ceylon or India?"

"The easiest way would be by means of chartered sailing vessels of light draught. It might be more advantageous to ship the timber in logs, so they could be cut at port of destination according to local requirements. For constructional purposes, in connection with houses, stores, factories, etc., in tropical countries, the timber has, in my opinion, no equal, and I understand that at Port Darwin there are many buildings which were erected of this timber many years ago and are still in a solid state."

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Cures chronic weakness, loss of vigor and vitality.

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NOTICE TO CONSIGNEES.

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"DELTA."

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Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Malwa."

From Australia ex s.s. "Moldavia."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 5th Sept., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 30th August, 1911.

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VISITORS AT HOTELS.

HONGKONG HOTEL.

Miss Anderson	Capt. R. Innes
Mr. G. Baker	Dr. O. Marriott
Mr. H. Brockwell	Mr. W. North
Mr. E. A. Brothman	Mr. A. Otto
Mr. E. C. Brown	Mr. Y. D. Uetzel
Mr. & Mrs. Davis Brown	Mr. W. Parce
Mr. W. I. Chapman	Mr. Ernest H. Pond
Mr. W. C. Drew	Mr. A. E. Prasad
Mr. J. W. Eames	Mr. E. H. Ray
Mr. H. E. Eames	Miss F. Reay
Mr. & Mrs. Ellis	Mr. A. F. Schneider
Mr. H. Q. Fisher	Mr. C. S. Sproyer
Mr. Deenan Fuller	Mr. H. H. Solomon
Mr. G. Geier	Dr. Mrs. A. D. Spalding
Mr. V. Goulbourn	Mr. C. Greory and child
Mr. J. C. Greory and child	Mr. C. H. Spittes
Mr. & Mrs. W. A. Hannibal	Mr. C. S. Stearns
Mr. A. Harrison	Miss W. Squire
Mr. & Mrs. E. H. Hevett	Mr. & Mrs. E. E. Staining
Mr. A. H. Hobbie	Mr. C. L. Thompson
Mr. & Mrs. E. J. Holmes	Mr. E. J. Watkinson
Mr. & Mrs. E. J. Holmes	Mr. & Mrs. Whitmarsh and child
Mr. B. Horne	Mr. Zeno
Dr. Spencer Hough	

KING EDWARD HOTEL.

Mr. M. P. Peattie	Mr. D. McCoskey
Dr. Delio	Capt. A

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.
Hongkong, 4th September, 1911.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby ...	Manila, Cebu & Iloilo	On 9th Sept., 4 P.M.
ZAFIRO	4000	M. C. Smith ...	Manila, Cebu & Iloilo	On 25th Sept., 4 P.M.

For Freight or Passage, apply to
Horseong, 31st August, 1911.

SHEWAN, TOMES & Co., General Managers.
PHILIPPINE S.S. Co. [13]

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILINGS.
COPENHAGEN and BALTIC PORTS ...	"YEDDO"	About 16th Sept.
SHANGHAI, YOKOHAMA, KOBE & Mori	"CANTON"	About 17th October

For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.
 [WORK BUILDINGS TOP FLOOR

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and
TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS LONDON. E.C

SAILING VESSEL
ECLIPSE, British 4-masted barque, 2,996, Jam
White, 12th May—New York 20th Jan
Kerosene Oil—Standard Oil Co.

Hongkong, 31st July, 1907. [609]

FROM 1893 TO 1909 ;
ALSO

On Sale at the "DAILY PRESS" Office,
Local Booksellers.

PAYING FOR STRIKES.

CHINA COAST METEOROLOGICAL
REGISTER.

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				10	39	a 5

VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM COLOMBO:
16th September.	5th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLAT
CONFERENCE-WEIR LINE Steamers at CALCUTTA.

TO
SOUTH AFRICAN PORTS.
ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIR
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CA
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording
lowest Freight Transport from the ORIENT to SOUTH AFRICA.

S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December
S.S. "KATANGA" ... 5,600 tons ... to Follow.
And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE LIMITED

Hongkong, 28th August, 1911.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SOCOTRA Capt. G. J. Coldwell	About 6th Sept.	Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SARDINIA Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALMA Capt. H. W. A. Clark, R.N.R.	About 7th Sept.	Freight only.
LONDON via USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon, 15th Sept.	See Special Advertisement
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	About 14th Sept.	Freight and Passage.
	DELHI Capt. H. S. Bradshaw	About 28th Sept.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL	REMARKS
HOIHOW and HAIPHONG	"SUNGKIANG"	On 5th Sept. 3 A.M.	
MANILA, CEBU and ILOILO	"TRAN"	On 5th Sept. 4 P.M.	
SHANGHAI	"CHENAN"	On 7th Sept. 4 P.M.	
CHEFOO and NEWCHOW	"NANOHANG"	On 9th Sept. 4 P.M.	
MANILA, CEBU and ILOILO	"KAIKONG"	On 12th Sept. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation—Amidships. Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIKONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 2nd September, 1911.

TELEPHONE 36
[10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING" ...	Capt. W. C. Pasmore	TUESDAY, 5th Sept. at 1 P.M.
"HAITAN" ...	Capt. J. S. Roach	FRIDAY, 12th Sept. at 1 P.M.
"HAITANG" ...	Capt. J. W. Evans	FRIDAY, 12th Sept. at 1 P.M.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 4th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"HANSANG"	Tuesday, 5th Sept. Noon.	
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday, 6th Sept. Noon.	
MANILA	"LOONGSANG"	Saturday, 9th Sept. 2 P.M.	
MANILA	"YUENSANG"	Saturday, 16th Sept. 2 P.M.	
SHANGHAI	"TUNGSHING"	Thursday, 17th Sept. Noon.	
SANDAKAN	"MAUSANG"	Monday, 18th Sept. Noon.	

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagatae Ports, Tsingtau, Weihaiwei, Chefoo, Tianjin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Tukan, Jesselton and Labuan.

Telephone No. 215, Smb. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 4th September, 1911.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR	STEAMERS	TO SAIL	REMARKS
FOR SHANGHAI, KOBE & YOKOHAMA:			
S.S. SUEVIA		6th Sept.	
S.S. SENEGAMBIA		20th Sept.	
S.S. BAYERN		6th Oct.	
S.S. ARCADIA		18th Oct.	
S.S. SLAVONIA		3rd Nov.	
S.S. SCANDIA		16th Nov.	
S.S. SPEZIA		2nd Dec.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th September, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept. at Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct. at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct. at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov. at Noon.

† Triple Screw turbine engines. † Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th SEPTEMBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	Tons	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.10.0
To VALPARAISO	Yen 570.00

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:
TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.
TO CANADIAN and UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.
TO ALL PORTS.—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)
These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.
Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passages and Freight apply to
P. THOMAS, M.M. Co.'s AGENT.

2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WEDNESDAY, 6th Sept. at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,054	SATURDAY, 16th Sept. at 11 A.M.
	"CANADA MARU"	6,054	TUESDAY, 17th Oct. at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 6th Sept. at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of—
1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office, 2nd Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

772-778]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOT	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of S.S. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due LONDON
NYANZA	Tonnage about 7000 February 7	March 22
NILE	7000 March 6	April 19
NUBIA	6000 April 3	May 14
SUMATRA	5000 April 17	May 31
NAMUR	7000 May 1	June 14
PALAWAN	5000 May 15	June 29
BORNEO	7000 May 29	July 13
SYRIA	7000 June 12	July 27
NORB	7000 June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " £38.10 " £57.4

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 13th Sept. at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 27th Sept. at Daylight.
	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 11th Oct. at Daylight.
VICTORIA, P.C. & SEATTLE	KAMAKURA MARU Capt. B. Koa	7,000	SATURDAY, 9th Sept. from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept. at 4 P.M.
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct. at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yari	5,000	FRIDAY, 29th Sept. at Noon.
	KUMANO MARU Capt. M. Watanabe	7,000	FRIDAY, 27th Oct. at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. S. J. G. Parson	7,000	WEDNESDAY, 13th Sept.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen	7,000	WEDNESDAY, 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	6,000	WEDNESDAY, 27th Sept. at Noon.
	MISHIMA MARU Capt. A. E. Moses	9,000	THURSDAY, 14th Sept. at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. K. Soyeda	7,000	TUESDAY, 5th Sept.

† Omitting Keelung and Shimizu.
† Fitted with New System of Wireless Telegraphy. * Carriage Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

From KOBE to CALCUTTA, calling at SINGAPORE, PENANG and RANGOON.

The First Steamer to sail from Hongkong:—

"JINSEN MARU," Tons 3,782, ON SEPTEMBER 26TH.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120 \$110 \$100 \$90

2nd " \$80 \$70 \$60 \$50

With Optica of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSUMOTO, MANAGER.

1061-14-40]

oria, Hongkong; London Office, 131, Fleet Street E.C.